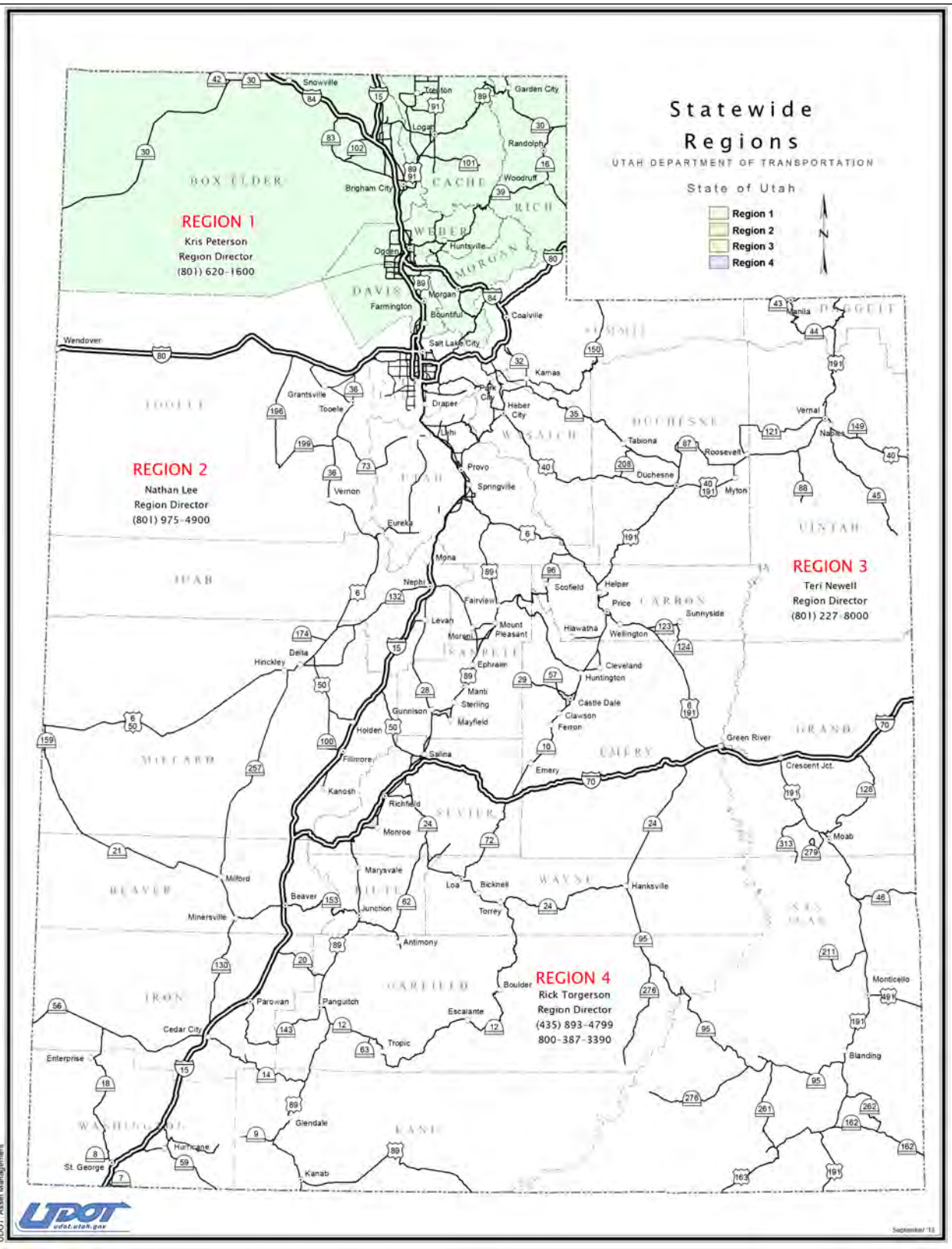
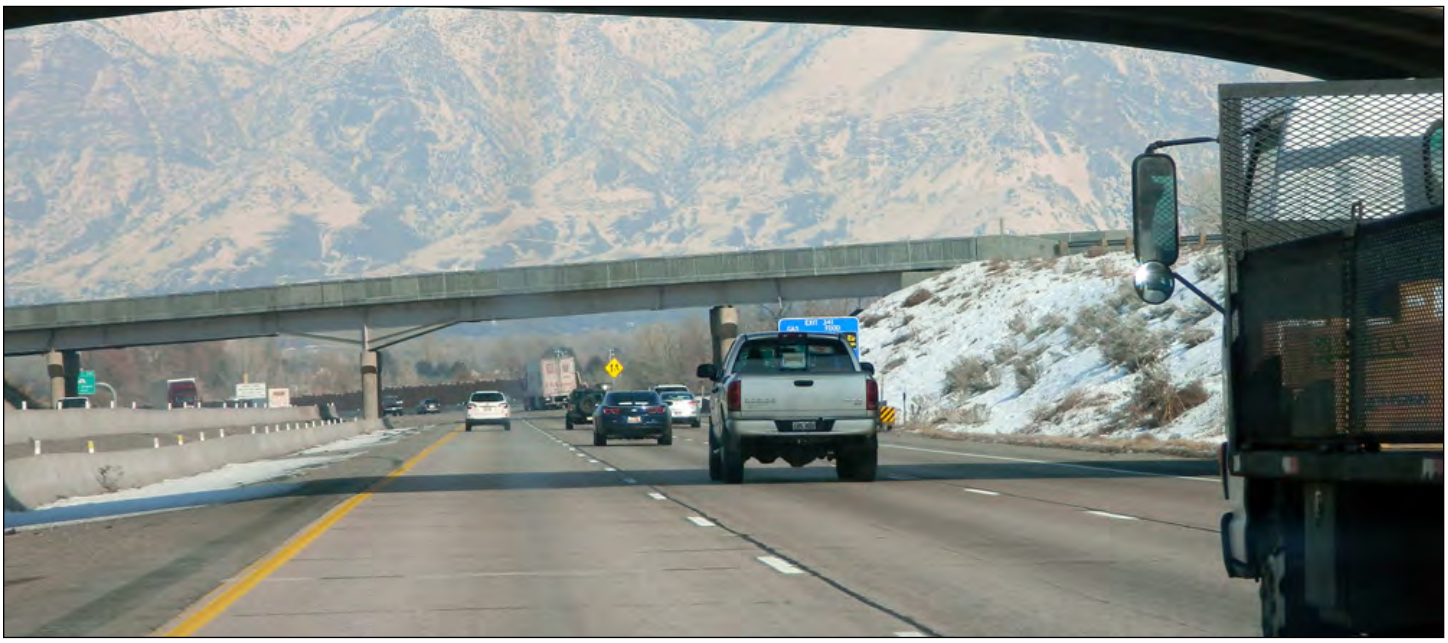
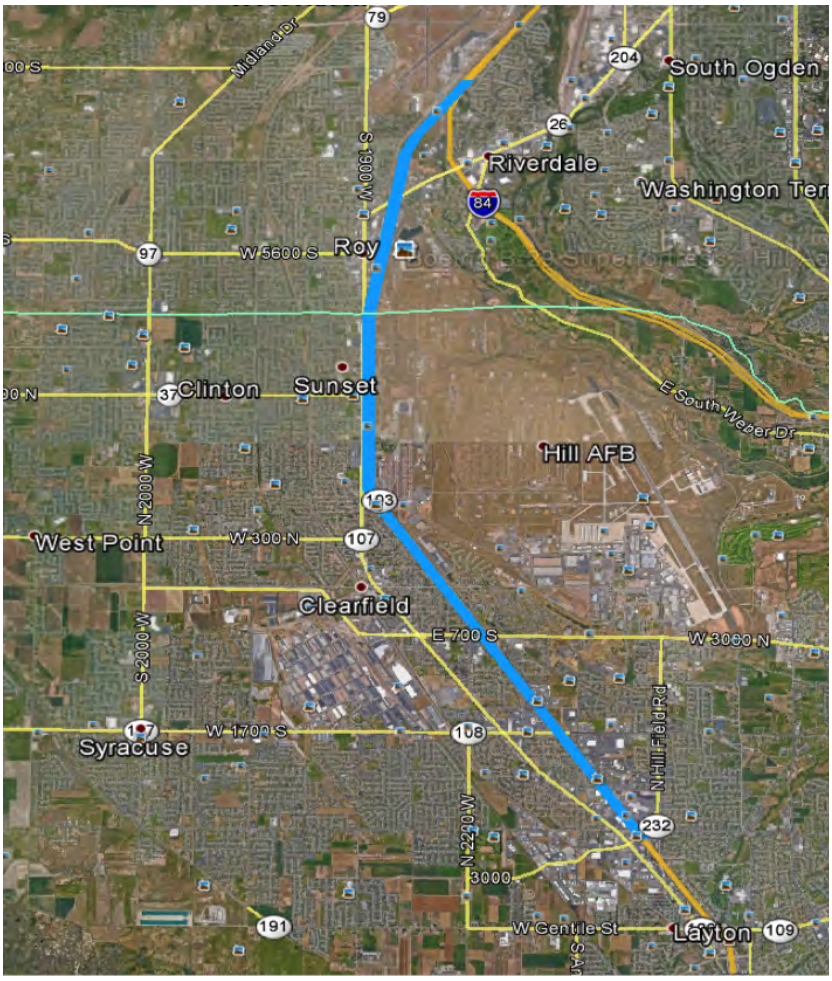
REGION ONE


Statewide Regions
UTAH DEPARTMENT OF TRANSPORTATION
State of Utah
Region 1
Region 2
Region 3
Region 4
N
REGION 1
Kris Peterson
Region Director
(801) 620-1600
REGION 2
Nathan Lee
Region Director
(801) 975-4900
REGION 3
Teri Newell
Region Director
(801) 227-8000
REGION 4
Rick Torgerson
Region Director
(435) 893-4799
800-387-3390
Snowville
Garden City
Logan
Randolph
Brigham City
Woodruff
Ogden
Huntsville
Morgan
Farmington
Bountiful
Coalville
Wendover
Salt Lake City
Kamas
Manila
Grantsville
Tooele
Draper
Park City
Heber City
Vernal
Tabiona
Roosevelt
Naples
Duchesne
Myton
Provo
Springville
Vernon
Eureka
Mona
Nephi
Scofield
Helper
Price
Sunnyside
Fairview
Levan
Mount Pleasant
Moroni
Hiawatha
Wellington
Ephraim
Cleveland
Huntington
Manti
Sterling
Mayfield
Castle Dale
Clawson
Ferron
Gunnison
Holden
Fillmore
Salina
Emery
Green River
Cresent Jct.
Kanosh
Richfield
Monroe
Moab
Marysvale
Loa
Bicknell
Hanksville
Milford
Beaver
Junction
Torrey
Minersville
Antimony
Boulder
Escalante
Monticello
Parowan
Panguitch
Cedar City
Tropic
Blanding
Enterprise
Glendale
Hurricane
St. George
Kanab
BOX ELDER
CACHE
RICH
WEBER
MORGAN
DAVIS
SUMMIT
DAGGETT
TOOELE
UTAH
WASATCH
DUCHESNE
UINTAH
JUAB
SANPETE
CARBON
GRAND
EMERY
MILLARD
SEVIER
BEAVER
WAYNE
SAN JUAN
GARFIELD
IRON
WASHINGTON
KANE
UDOT Asset Management
udot.utah.gov

I-15 EXPRESS LANES, LAYTON TO RIVERDALE

Davis County





PROJECT OVERVIEW

Addition of an express lane from Hill Field Road in Layton to the I-84 split in Riverdale.

To accommodate this additional lane, multiple structures will need to be modified to accept the additional width.

Potential for other additions to the project, such as the construction of the new 1800 North interchange could be added to this project if funding becomes available.

FACTS

Project budget: $150 million

Project schedule: Environmental Re-evaluation and Design Build Document Preparation in 2020 Construction in 2021-2022.

BENEFITS

Increased capacity, improved mobility, and improved safety. When completed, will make our Express Lanes one contiguous 85-mile segment, the longest in the U.S.

SR-30 ENVIRONMENTAL DOCUMENT

Box Elder & Cache County

PROJECT OVERVIEW

The project will prepare the necessary studies to understand transportation needs along the entire SR-30 corridor. It will also prepare a Federal Environmental Document for improvements to SR-30 from SR-23 to SR-252 that is acceptable to the United States Army Corps of Engineers.

FACTS

Project budget: $2 million

Project schedule: Winter 2016 to March 2018

BENEFITS

The approved environmental document will provide direction and approval for future projects to address the safety, operational and capacity needs of SR-30 within the study limits.

SR-193 EXTENSION, 2000 TO 3000 WEST

Davis County

PROJECT OVERVIEW:

Extend SR-193 from 2000 West to 3000 West with the same five-lane, concrete roadway cross-section as the recent SR-193 extension.

This includes all associated drainage, utilities, signing, striping, lighting, and traffic signals. The alignment only impacts three property owners and they have expressed support for the project.

FACTS:

Project budget: $10 million in 2016.
Estimated at $17 million in 2021.

Project schedule:
Design: Summer 2020 - Winter 2021
Construction: Spring 2021 - Fall 2021

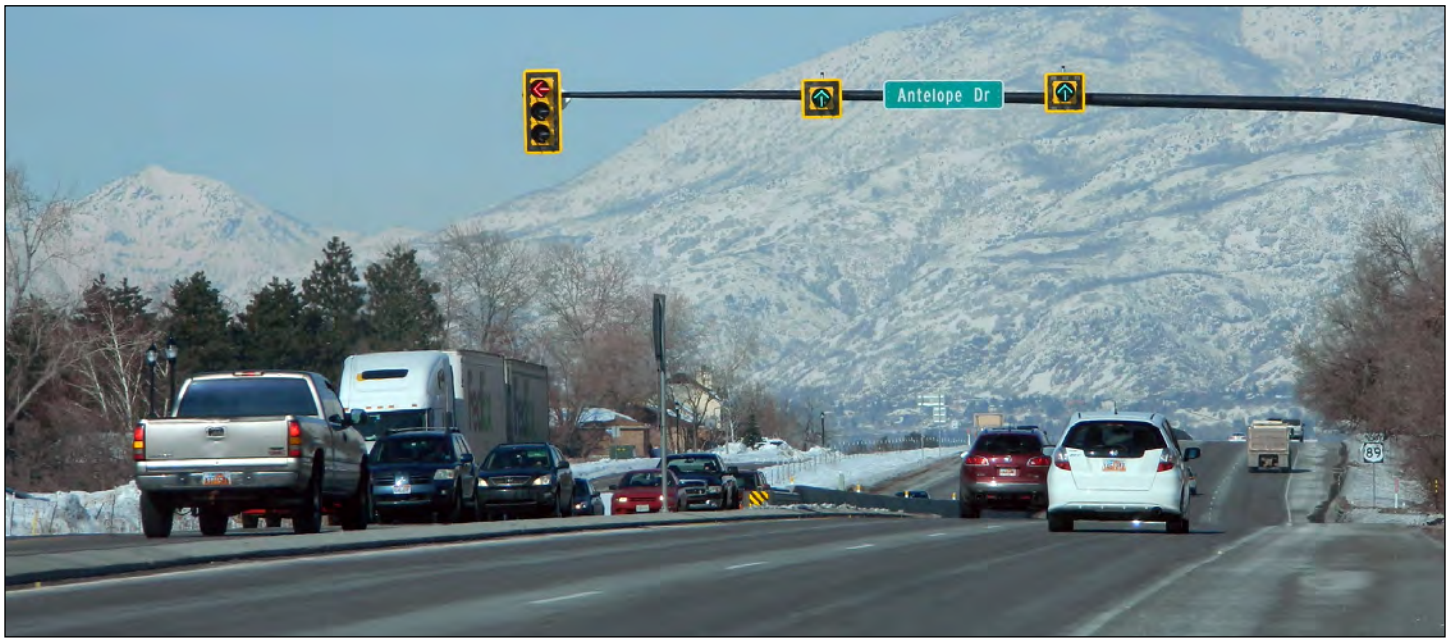
BENEFITS

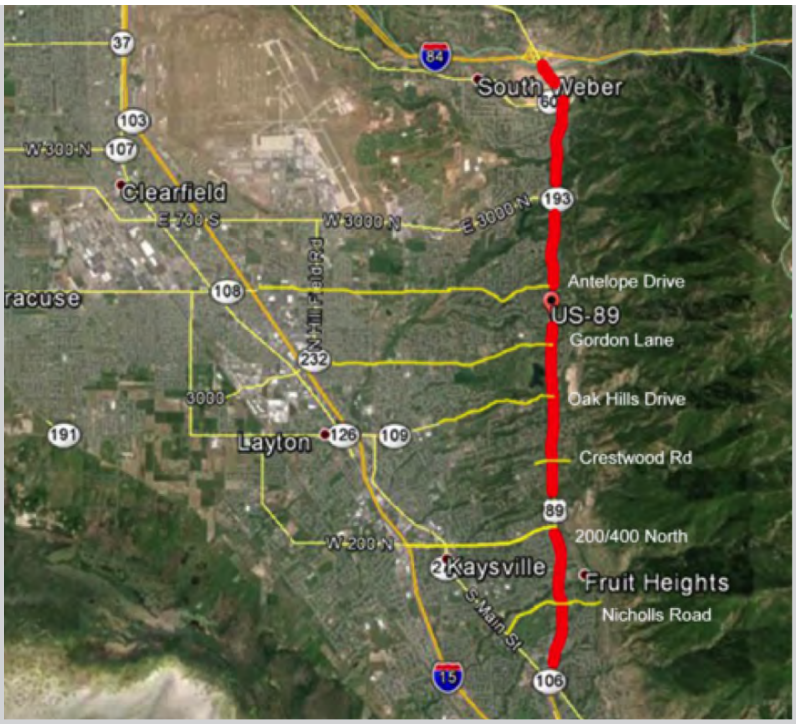
This SR-193 extension will significantly reduce congestion at the T-intersection of SR-193 and 2000 West by providing one more mile of a convenient east-west route to further disperse traffic to the west. Syracuse and West Point cities have recently widened 3000 West to help accommodate that traffic.

West Point, Syracuse, and Davis County have expressed strong support for the project, particularly if it could be funded and built prior to construction on 2000 West. This route would eventually extend west toward an extension of SR-67 (Legacy Highway).

US-89 EXPRESSWAY

Davis & Uintah County





FACTS, CONTINUED:

Project benefits: Within the project limits US-89's major function is as a through route for commuters traveling between Ogden and Salt Lake. The project will improve the traffic flow along the corridor by increasing capacity and eliminating the need to stop at the present at-grade intersections. Safety along the corridor will be improved by removing a number of accesses on US-89, and rerouting them through the frontage roads to controlled access interchanges.

PROJECT OVERVIEW

The US-89 Expressway projects will provide a 6-lane limited access facility along with frontage roads from US-89, between Fruit Heights and I-84.

To provide east-west connectivity across US-89, grade separated crossings will be provided at Nichols Road, 200/400 North in Kaysville/Fruit Heights, Crestwood Road in Kaysville, and Oak Hill Drive (SR-109), Gordon Lane, and Antelope Drive in Layton.

The proposed grade separated crossings, with the exception of Nichols Road and Crestwood Road, will be interchanges connected to the local communities through a combination of new construction and existing facilities to provide the needed frontage road network.

FACTS

Project budget: $275 million

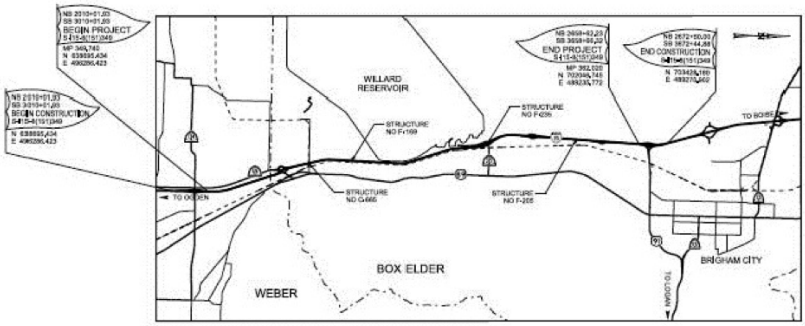
Project schedule:
Phase 1: Median Barrier: Construction: April 2016 to June 2016
Phase 2: Frontage Road (Loyd Road to Oakhills Drive)
Environmental / Design: March 2016 to February 2017
Construction: May 2017 to October 2018
Phase 3: US-89 Build Out (Design Build Procurement)
Environmental: November 2016 to November 2017
Design Build Procurement: January 2018 to April 2019

Construction: June 2019 to October 2021

I-15 Box Elder County LaneGain
Farr West to Brigham City A UDOT PROJECT

I-15 AUXILIARY LANES, FARR WEST TO BRIGHAM CITY

Weber & Box Elder County



PROJECT OVERVIEW

This project will add a general purpose lane to I-15 from Farr West to Brigham City in both directions.

Widening will be to the median with a concrete barrier in the median the entire length of the project. Four sets of I-15 bridges will be widened to accommodate the added lanes.

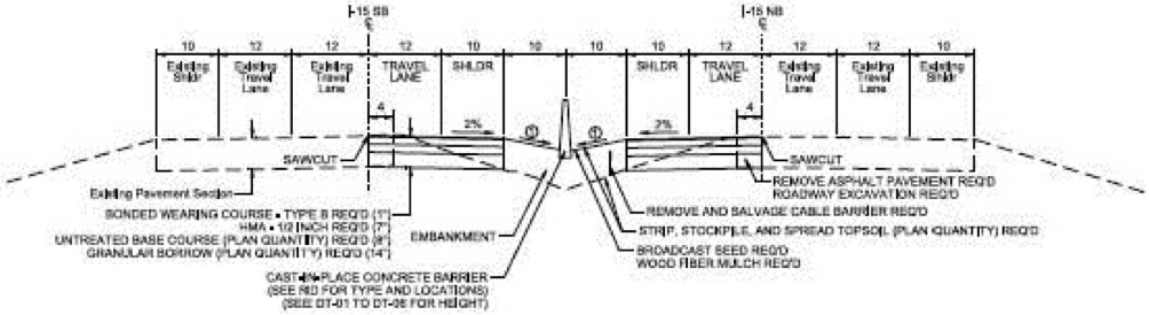
FACTS

Project budget: $51,804,482

Project schedule: March 2016 through December 2016

BENEFITS

This project will increase the capacity of this section of I-15, as well as enhance the safety of the corridor, which has seen a significant increase in truck traffic over the past 10 years.



WEST DAVIS CORRIDOR ENVIORNMENTAL STUDY

Davis County

PROJECT OVERVIEW

UDOT is currently working with WFRC to accurately incorporate the newl- approved 2015-2040 Regional Transportation Plan into the WDC study.

This involves calibrating traffic models based on current traffic counts and incorporating planned transportation projects and future growth projections.

Once the traffic models are ready, UDOT will update the screening evaluation for all 47 alternatives (including non-highway concepts) with the most current and accurate information available.

FACTS

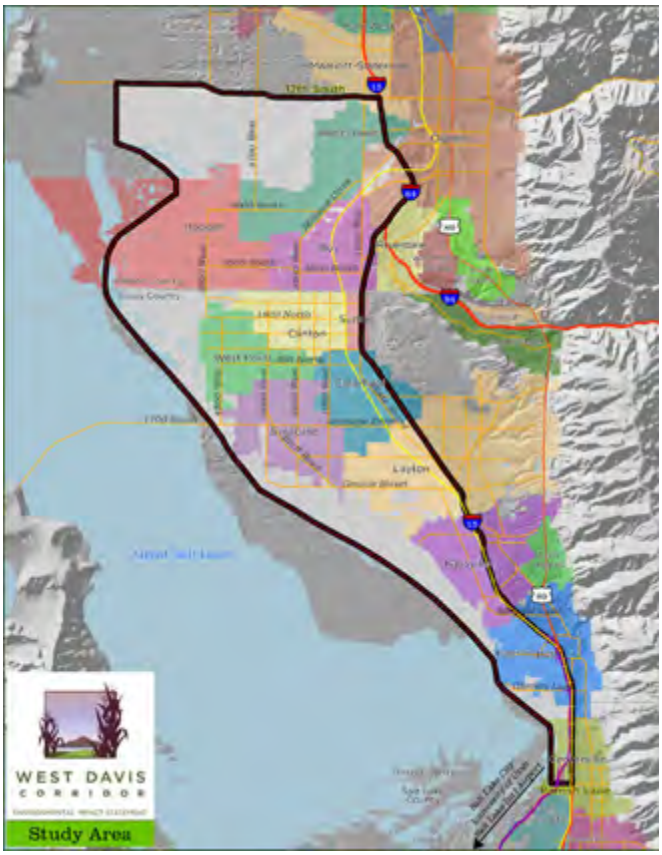
Project budget:
EIS - $16 MILLION
CONSTRUCTION – UP TO $700 MILLION

Project schedule:
SPRING 2016 - SCREENING UPDATE
WINTER 2016/7 - FINAL EIS
SPRING 2017 - ROD

**the above may change depending on screening results*

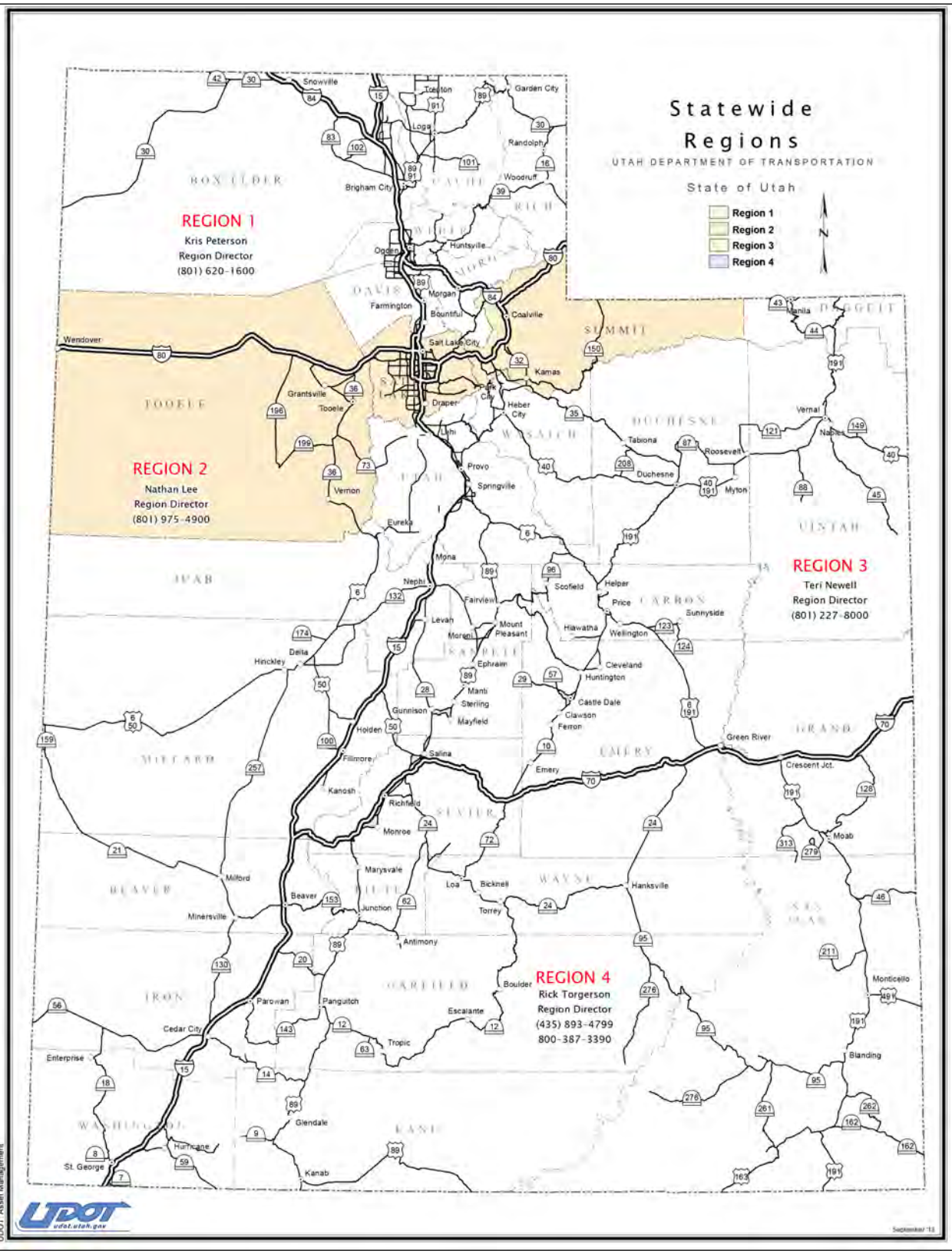
BENEFITS

28% less daily delay
59% less miles of congestion
47% less time in congestion



Keeping Utah Moving

REGION TWO



I-15; SR-201 TO 12300 SOUTH IMPROVEMENTS

Salt Lake County

PROJECT OVERVIEW

This project will add a General Purpose (GP) lane on Southbound I-15 from SR-201 to 12300 South, as well as modify the south I-15/I-215 Interchange.

Narrow lanes and reduced shoulders may be needed in some locations as this new lane crosses existing structures.

Additionally, the project will widen SR-48 (7200 S) to 3 lanes in each direction from Bingham Junction to I-15 from the current two lanes in each direction configuration.

RR, UTA & UTILITY IMPACT

For the General Purpose Lane on Southbound I-15 from SR-201 to 12300 South:

- Coordination with the Railroad (UPPR) and UTA for the structures that need widening, possible lengthening or height extensions on existing noise walls and utility impacts in areas new cross streets.

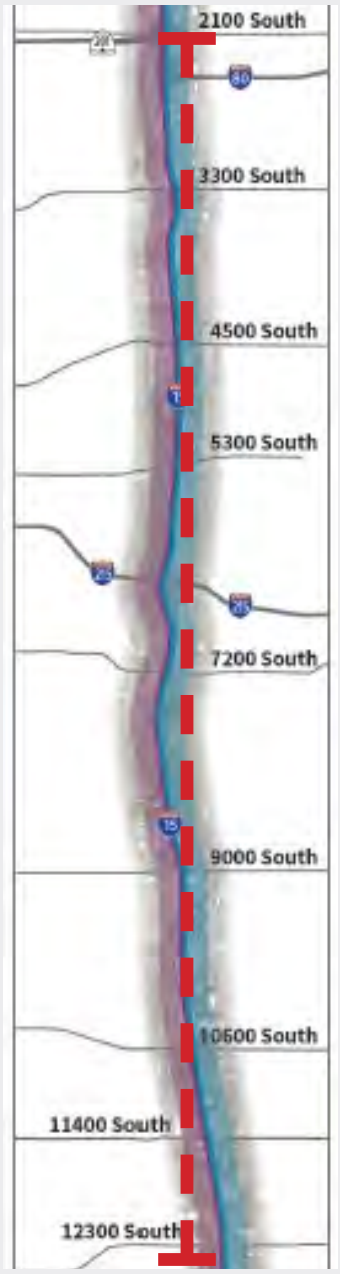
FUNDING

$175 Million (Includes $150 Million for I-15 and $25 Million for the addition of the work at 7200 South)

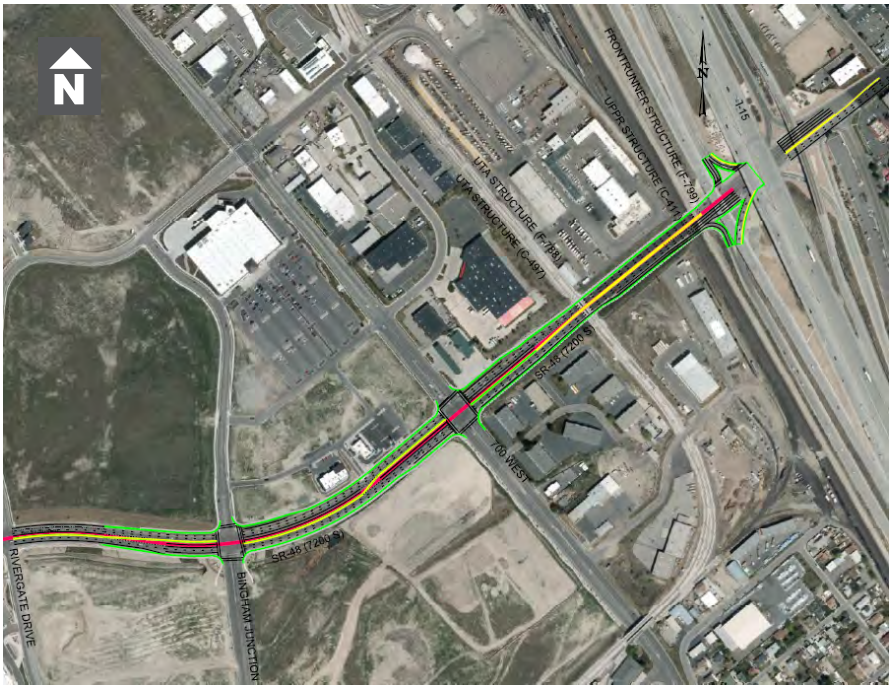
TIMELINE

Construction Spring 2018 (Anticipated)

I-15 FROM SR-201 TO 12300 SOUTH



7200 SOUTH PLAN VIEW



RR, UTA & UTILITY IMPACT

For widening of SR-48 (7200 S):

- Coordination and reconstruction of the Railroad (UPPR) and UTA bridges that will need to reconstruction. The railroad bridge will require the shutdown of 3 rail lines direction adjacent to a large and active rail yard. Mitigation would require the structure modification to the adjacent UTA Frontrunner structure to account for increased load from the UPPR Bridge.

- SR-48 also contains major utilities throughout the corridor that will need to be relocated.

Forefront structure is Frontrunner Structure (C-411)to be structurally strengthened to allow UPPR rail traffic. Behind structure is UPPR Rail Structre (C-411) to be replaced. Ultimately 3 lanes in each direction will be built out.

Forefront structure is UTA (C-497) to be replaced. Behind structure is UTA structure (F-788) to remain. Ultimately 3 lanes in each direction will be built out.

MOUNTAIN VIEW CORRIDOR
4100 SOUTH TO S.R. 201
January 2016 Update


4100 South to S.R. 201 (future funded construction)

UDOT continues to prepare for the next phase of construction of the Mountain View Corridor. Rocky Mountain Power and Kern River have relocated major transmission lines from 4700 South to 3500 South. The Hillside Elementary playground was reconfigured and a 2-million gallon water tank was relocated in preparation for future phases of Mountain View Corridor construction. UDOT is continuing to acquire properties in the future construction area.

The Transportation Commission has allocated $500 million to extend Mountain View Corridor from 4100 South to S.R. 201. Construction of the future roadway could begin as early as 2018. UDOT is developing the preliminary design and will begin developing procurement documents in 2016.

PROJECT TIMELINE: 4100 SOUTH TO S.R. 201

FOR MORE INFORMATION, CONTACT US:

Website
udot.utah.gov/mountainview

Hotline
800-596-2556

Email
mountainview@utah.gov


Salt Lake City International Airport
Current Utility Corridor Relocation
Future Construction
Salt Lake County
Construction Funded
(2018–2020)
Construction Funded
(2016–2017)
Roadway Open
(initial phase)
Salt Lake County
Roadway Open
(initial phase)
Utah County
Future Construction
Utah County
I-80
1300 South
SR-201
2700 South
3500 South
4100 South
4700 South
5400 South
6200 South
7800 South
8200 South
9000 South
New Bingham Hwy.
Old Bingham Hwy.
South Jordan Pkwy.
Daybreak
11800 South
12600 South
Main St
13400 South
15000 South
16000 S. / Porter Rockwell Blvd.
Redwood Road
2100 North
10400 West
2300 West
SR-73
Magna
Kearns
Taylorsville
Holladay
Midvale
West Jordan
South Jordan
Herriman
Riverton
Draper
Bluffdale
Camp Williams
Lehi
Eagle Mountain
Saratoga Springs
Cedar Fort
Pleasant Grove
Lindon
Utah Lake
N
NOT TO SCALE
Current Intersection/ Future Interchange
Future Intersection/ Future Interchange
Utility Relocation
Construction Funded from 5400 S. to S.R. 201
Initial Transit Project
Future Transit Projects
INITIAL PHASE
• Build two lanes in each direction
Salt Lake County
☑ Redwood Road to 5400 S.
15 miles, construction complete
☐ 5400 S. to 4100 S.
2 miles, construction funded
☐ 4100 S. to SR-201
3 miles, funded
☐ SR-201 to I-80
4 miles, unfunded
Utah County
☑ 2100 N. from Redwood Rd. to I-15
3 miles, construction complete
☐ Redwood Rd. to SR-73
6 miles, unfunded
• Relocate Utility Corridor
Salt Lake County
☑ 4700 S. to 3500 S.
Construction complete
☐ 2900 S. to SR-201
Funded
• Build Bus Rapid Transit (BRT)
☐ 2700 S. to 6200 S. on 5600 W.
5 miles, unfunded

MOUNTAIN VIEW CORRIDOR
5400 SOUTH TO 4100 SOUTH
January 2016 Update


5400 South to 4100 South (current construction)

UDOT continues to prepare for the next phase of construction of the Mountain View Corridor. Rocky Mountain Power and Kern River have relocated major transmission lines from 4700 South to 3500 South. The Hillside Elementary playground was reconfigured and a 2-million gallon water tank was relocated in preparation for future phases of Mountain View Corridor construction.

Funding of $180 million has been allocated to extend Mountain View Corridor from 5400 South to 4100 South. UDOT is using the design-build construction method for the next construction phase. After a Request for Proposal (RFP) is released and a contractor is selected, major construction of the next phase of Mountain View Corridor is projected to begin in 2016.

PROJECT TIMELINE: 5400 SOUTH TO 4100 SOUTH

FOR MORE INFORMATION, CONTACT US:

Website
udot.utah.gov/mountainview

Hotline
800-596-2556

Email
mountainview@utah.gov

INITIAL PHASE

- **Build two lanes in each direction**

Salt Lake County

- ☑ Redwood Road to 5400 S.
  15 miles, construction complete
- ☐ 5400 S. to 4100 S.
  2 miles, construction funded
- ☐ 4100 S. to SR-201
  3 miles, funded
- ☐ SR-201 to I-80
  4 miles, unfunded

Utah County

- ☑ 2100 N. from Redwood Rd. to I-15
  3 miles, construction complete
- ☐ Redwood Rd. to SR-73
  6 miles, unfunded

- **Relocate Utility Corridor**

Salt Lake County

- ☑ 4700 S. to 3500 S.
  Construction complete
- ☐ 2900 S. to SR-201
  Funded

- **Build Bus Rapid Transit** (BRT)
  - ☐ 2700 S. to 6200 S. on 5600 W.
    5 miles, unfunded

BANGERTER HIGHWAY INTERCHANGES
5400 S, 7000 S, 9000 S & 11400 S
Salt Lake County

PROJECT OVERVIEW

Four (4) grade separated interchanges will be designed in 2016 and constructed in 2017 utilizing Design-Build procurement.

The interchanges will be on Bangerter Highway at 11400 South, 9000 South, 7000 South, and 5400 South.

The current concept is to construct tight single-point interchanges (SPUIs) at each of each of these locations similar to the interchange constructed at Bangerter and 7800 South and Bangerter and Redwood Road.

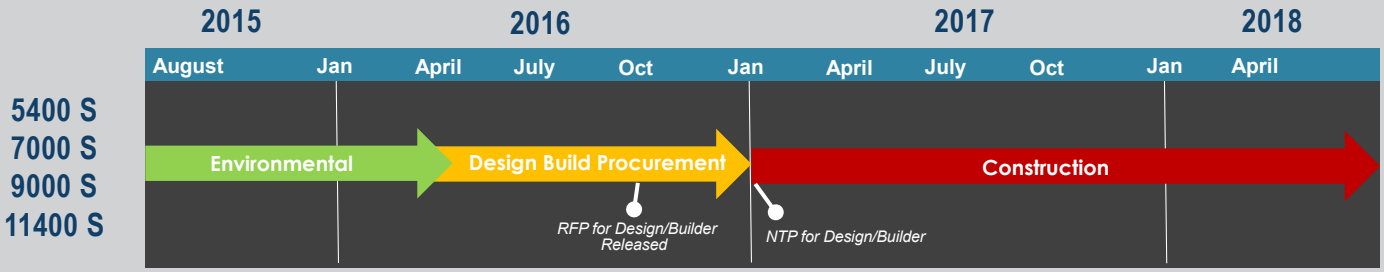
MAJOR UTILITY IMPACT

The Jordan Aqueduct is in conflict at all interchanges except at the 11400 South interchange. Early coordination will occur with Jordan Valley Water Conservancy District (JVWCD) to find solutions.

FUNDING (TIF)		
1	5400 South	$63.00
2	7000 South	$45.00
3	9000 South	$50.00
4	11400 South	$50.00
	TOTAL COST:	$208.00

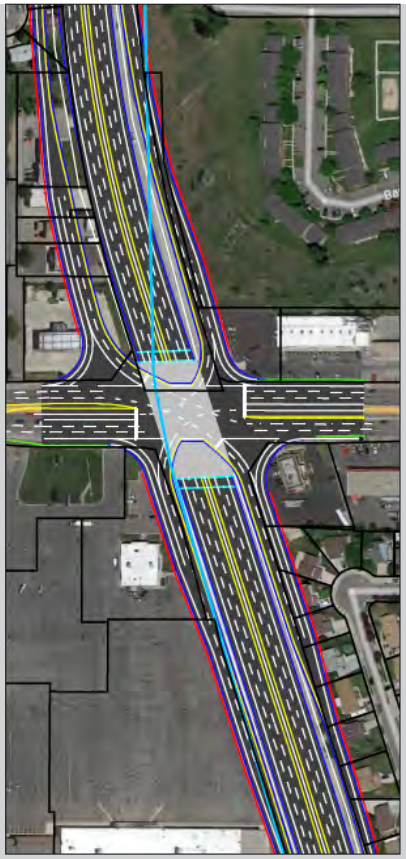
Bangerter & Redwood Road

SCHEDULE



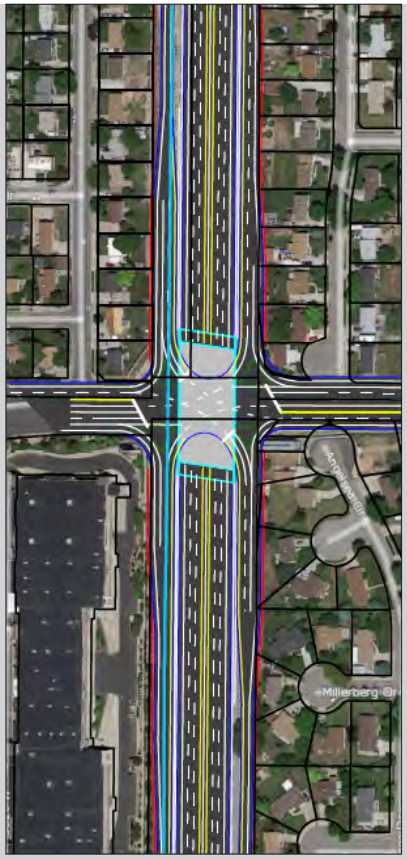
State Environmental Study is expected to be completed by late spring 2016. Nearing completion of the environmental studies for this project, a program manager will be hired in early spring of 2016. A Design/Build contractor is expected to be selected by late winter of 2016 with work commencing in spring of 2017.

CONCEPTUAL DESIGN SHOWN BELOW PER INTERCHANGE



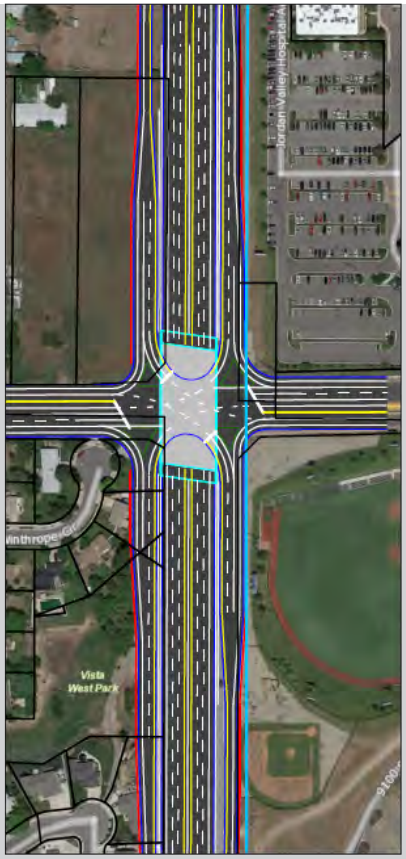
5400 SOUTH

- Approximately 37 properties affected
  - Majority commercial property
- JVWCD Aqueduct may require relocation
- Southridge Park will require mitigation (6F)
- Thru Turns will be evaluated at 4000 West intersection
- Project Limits: East and West
  - 500 feet each side of interchange ramps
- Project Limits: North & South
  - 2000 feet each side of 5400 South



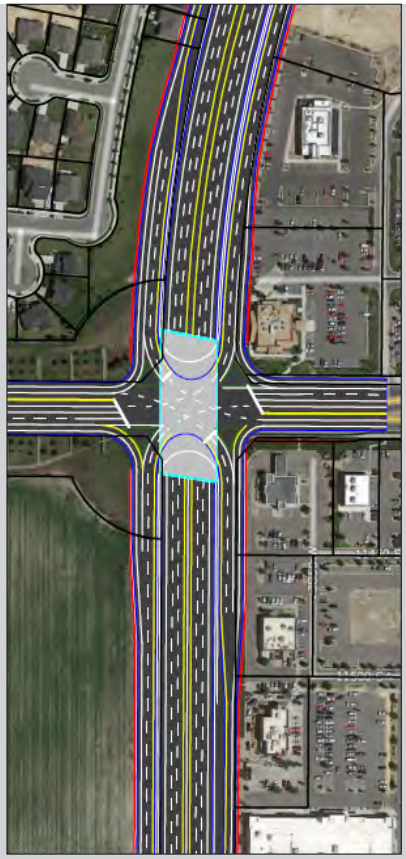
7000 SOUTH

- Approximately 32 poperties affected
- Relocation of pedestrian bridge
  - Additional property acquisition may be required
- JVWCD Aqueduct
  - Developing avoidance options
- Project Limits East and West Approximate
  - 500 feet each side of interchange ramps
- Project Limits North and South Approximate
  - 2000 feet each side of 7000 South



9000 SOUTH

- Approximately 59 properties affected
- Major utility impacts
  - JVWCD Aqueduct (developing avoidance options)
  - Overhead power lines
  - Nearby Bingham Creek
- Project Limits: East and West Approxmate
  - 500 feet each side of interchange ramps
- Project Limits: North & South Approximate
  - 2000 feet each side of 9000 South



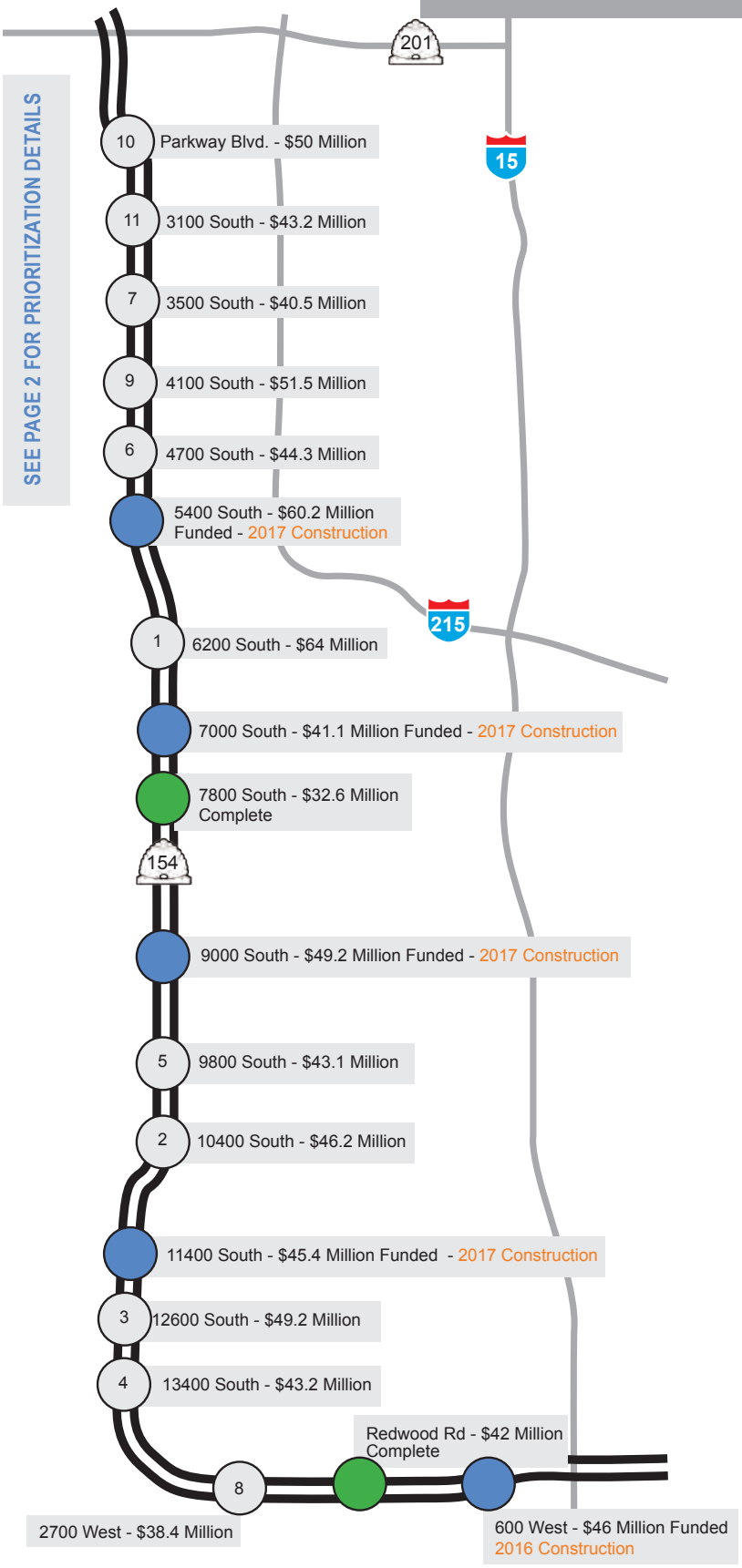
11400 SOUTH

- Approximately 46 properties affected
- Analyzing over and under options for Bangerter, as per city request
- Project Limits: East and West
  3600 West to 4000 West:
  - Removal of eggabout near district
  - Two lights to replace eggabout
  - Tie in at 4000 West and 3600 West
- Project Limits: North & South Approximate
  - 2000 feet each side of 11400 South
- Bangerter under option may cause drainage difficulties

BANGERTER HIGHWAY; INTERSECTION IMPROVEMENTS

Salt Lake County

SEE PAGE 2 FOR PRIORITIZATION DETAILS



PROJECT OVERVIEW

UDOT is evaluating improvements on the west side of the Salt Lake Valley in an effort to improve east/west mobility. The conversion of intersections into freeway-style interchanges on Bangerter Highway provides additional capacity to the east/west arterials by providing more signal green time. There are several intersections on Bangerter Highway that need to be grade-separated for the conversion to be completed. UDOT has evaluated project factors such as current volumes, benefit/cost value, safety impacts, projected volumes, and regional travel time savings to prioritize the construction sequence of the interchanges.

PLAN

- Transform Bangerter from at-grade intersections to interchanges.

N

Complete
Funded
Unfunded

Bangerter & Redwood Road Interchange

Bangerter & 7800 South Interchange

BANGERTER

BANGERTER HIGHWAY INTERCHANGE PRIORITIZATION

PRIORITY RANK	INTERSECTION	PROJECT COST (MILLIONS)	2011 TRAFFIC VOLUMES	2040 TRAFFIC VOLUMES (WFRC)	DAILY TRAFFIC SCORE	% TRAFFIC INCREASE (2011-2040)	% TRAFFIC INCREASE SCORE	CRASH RATE	SEVERE CRASH RATE	SAFETY SCORE	BENEFIT/COST	BENEFIT/COST SCORE	DELAY SAVINGS (MILLIONS)	DELAY SAVINGS SCORE	TOTAL SCORE
1	6200 South	$64.0	84725	168100	24	98%	11	24.47	54.39	25	1.3	9	$7.9	25	94
2	10400 South	$46.2	65045	185400	15	185%	24	18.35	24.12	18	2.8	23	$2.1	10	90
3	12600 South	$49.2	62315	183500	14	194%	25	16.61	24.43	16	1.3	8	$2.3	11	74
4	9800 South	$43.1	56820	159800	12	181%	23	13.07	30.41	11	1.9	15	$2.9	12	73
5	13400 South	$43.2	64580	140800	15	118%	14		17.34	5	3.0	25	$0.1	5	55
6	4700 South	$44.3	85640	148400	25	73%	8	15.48	26.74	14	2.0	16	$0.0	5	68
7	3500 South	$40.5	86540	147300	25	70%	7	12.35	17.34	10	1.4	10	$1.8	10	62
8	2700 West	$38.4	41935	116100	5	177%	23	11.19	35.40	9	2.1	16	$1.5	9	62
9	4100 South	$51.5	80120	123000	22	54%	5	16.63	28.50	16	1.5	11	$1.2	8	61
10	Parkway Blvd.	$50.0	47005	118800	7	153%	19	7.90	32.38	5	1.2	8	$1.8	10	49
11	3100 South	$43.2	65385	106500	16	63%	6	8.06	0.00	5	1.3	9	$0.0	5	41
12	2400 South	$36.1	44610	69500	6	56%	5	12.00	33.99	10	0.9	5	$1.8	10	36

1. Project Cost is planning level only in 2013 dollars.
2. Daily Traffic Score is based on 2011 traffic volumes approaching from all legs.
3. % Traffic Increase Score is based on the predicted traffic increase from 2011 to 2040.
4. Safety Score is based on the intersection crash rate.
5. B/C Score is based on current delay reduction for 2040 traffic for 50 years.
6. Delay Savings Score is based on the 2020 model west Salt Lake County delay reductions

BANGERTER HIGHWAY & 600 WEST ROAD GRADE-SEPARATED INTERCHANGE

Salt Lake County

CONCEPTUAL DESIGN - SUBJECT TO CHANGE

PROJECT OVERVIEW

- Project Description: This project will install a new grade-separated interchange at Bangerter and 600 West to reduce congestion in this area.
- Estimated Budget: $48 million
- Funding Source(s): State Funds

PROJECT HISTORY

- 1997 - Mentioned as a future need in the Bangerter Highway EIS
- 2008 - Added to the 2007-2030 RTP
- 2010 - EIS process was initiated on April 30
- 2011 - Utah's Unified Transportation Plan 2011-2040 – Identified under Highway Phase One as new construction
- 2011 - Included in Draper City Master Plan: West Side Circulation Plan
- 2012 - Transportation Commission moved project to the FY 2012-2017 STIP
- 2012 - Record of Decision

TIMELINE

■ Current Phase

Preliminary Design	Anticipated ROW Acquisition Begins	Design-Builder Selected	Construction Start	Construction Completion Target
	November 2015		April 2016	Within 1 year of start

CONTACT INFO Hotline: (801) 649-5476 Email: bangerter600west@utah.gov Website: udot.utah.gov/bangerter600west

5600 WEST RAIL ROAD BRIDGE AT 800 SOUTH

Salt Lake County

PROJECT OVERVIEW

This project will construct a grade separated crossing on 5600 West over the existing railroad located at 800 South.

BENEFITS

This project will improve mobility through this section of 5600 West by eliminating the need to stop for passing trains:

- Semi-tractor trailers make up nearly 25% of all vehicles using 5600 West. Truck traffic is accessing the Salt Lake City Intermodal Terminal and commercial developments between SR-201 and I-80.
- The project will also prepare for the future roadway widening of 5600 West. The proposed design is a five lane section with 4 foot bike lanes and 8 foot shoulders.

FUNDING

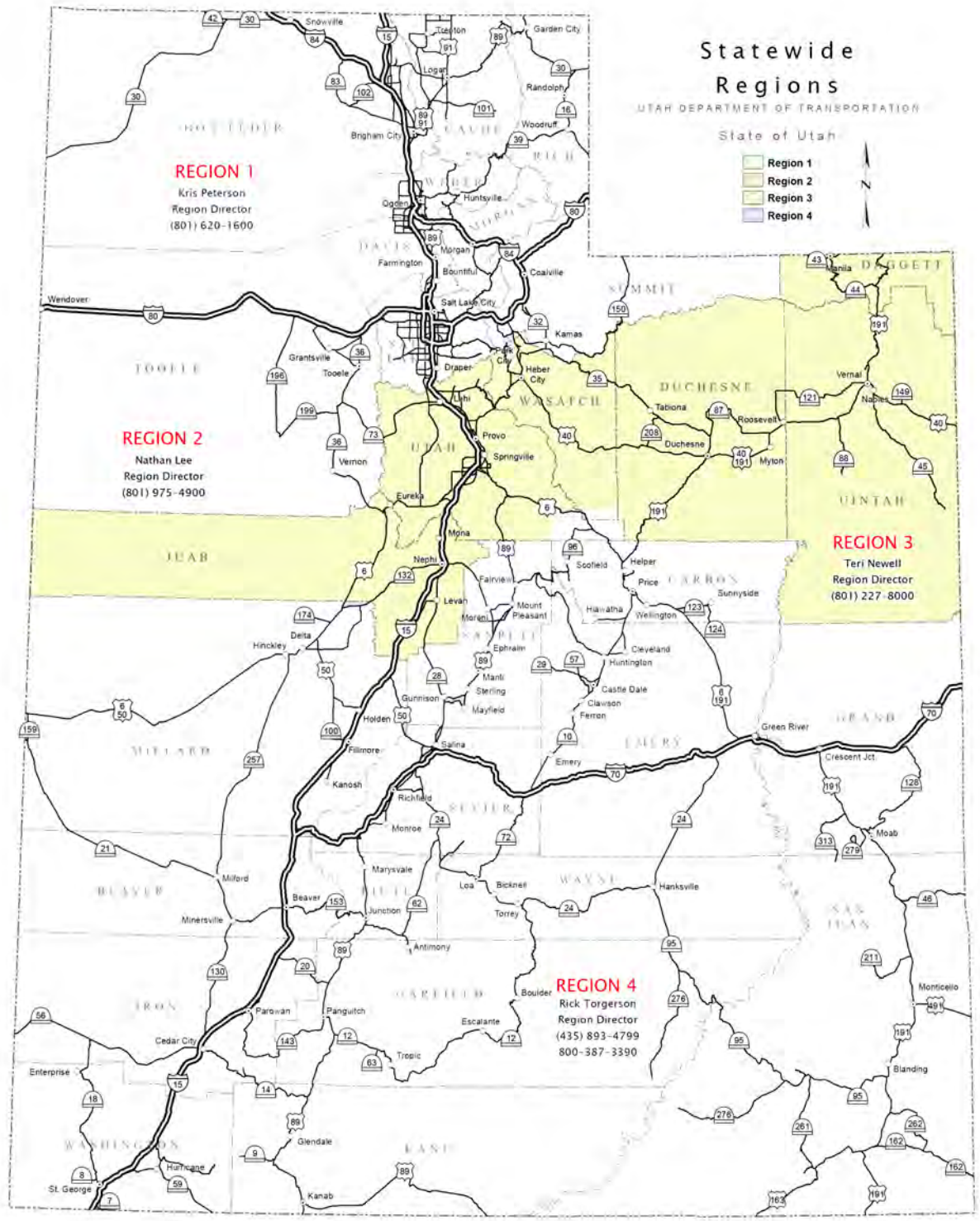
$26 Million TIF

TIMELINE

Construction 2021

5600 West RR Crossing at 800 South

REGION THREE



PROVO OREM TRIP TRANSPORTATION IMPROVEMENT PROJECT

PROJECT OVERVIEW

Provo Orem TRIP (**Tr**ansportation **I**mprovement **Pr**oject) is a road, transit, bicycle and pedestrian improvement project designed to meet growing transportation needs in Orem and Provo. The project is a partnership between Utah County, UDOT, UTA, Provo and Orem, with funding coming from existing sources. Construction is scheduled to begin mid-2016 and to be completed in 2018.

Construction on some of Provo and Orem's busiest roads will be a challenge, but the project team is committed to minimizing impacts to drivers, businesses and the streetscape. Access to all businesses along the project corridor will be maintained during construction. Lane closures will primarily occur at night to help keep traffic moving during the day and help people get to and from local businesses. Mitigation plans are being put into place to handle construction issues like noise and dust and potential changes to landscaping, parking and local events.

The whole community benefits from the project by reducing vehicle trips, supporting the economy and providing transportation choices. Good transit resources like Bus Rapid Transit (BRT) will provide efficient transportation for thousands of university students and employees and customers of major retail centers as well as additional transportation choices for all Provo and Orem residents. The project provides a way for people to connect to two universities, two malls, two LDS temples, the Missionary Training Center, university sporting events and community events such as the July 4 Freedom Festival.

BRT works just like TRAX, with stations, frequent service every five to ten minutes, and pre-paid ticketing, except it runs on a road instead of a rail. BRT will run from the Orem FrontRunner station, east on University Parkway, around BYU on 900 East and 700 North and down University Avenue to the Provo FrontRunner Station. A map of the route and station locations is shown on page 2.

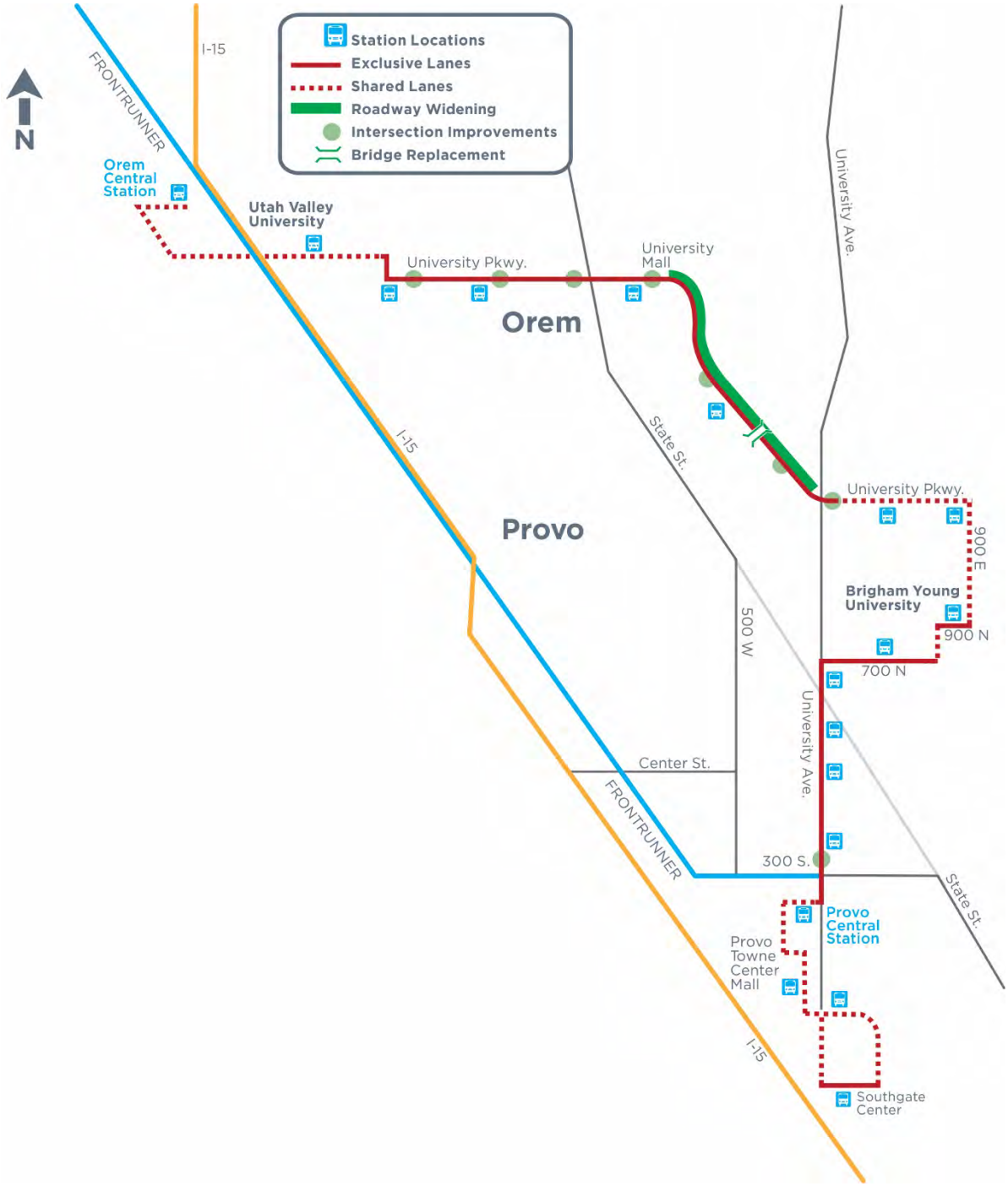
The project also includes reconstructed bridges over the Provo River, a 1.5-mile widened section of University Parkway, improved intersections and enhanced pedestrian access.

FUNDING

Total project cost: $190 million

- $40 million state funding UDOT improvements
- $75 million from federal transit grant
- $65 million local sales tax bond
- $7 million UDOT donated right-of-way
- $3 million local sales tax

PROVO OREM TRIP TRANSPORTATION IMPROVEMENT PROJECT

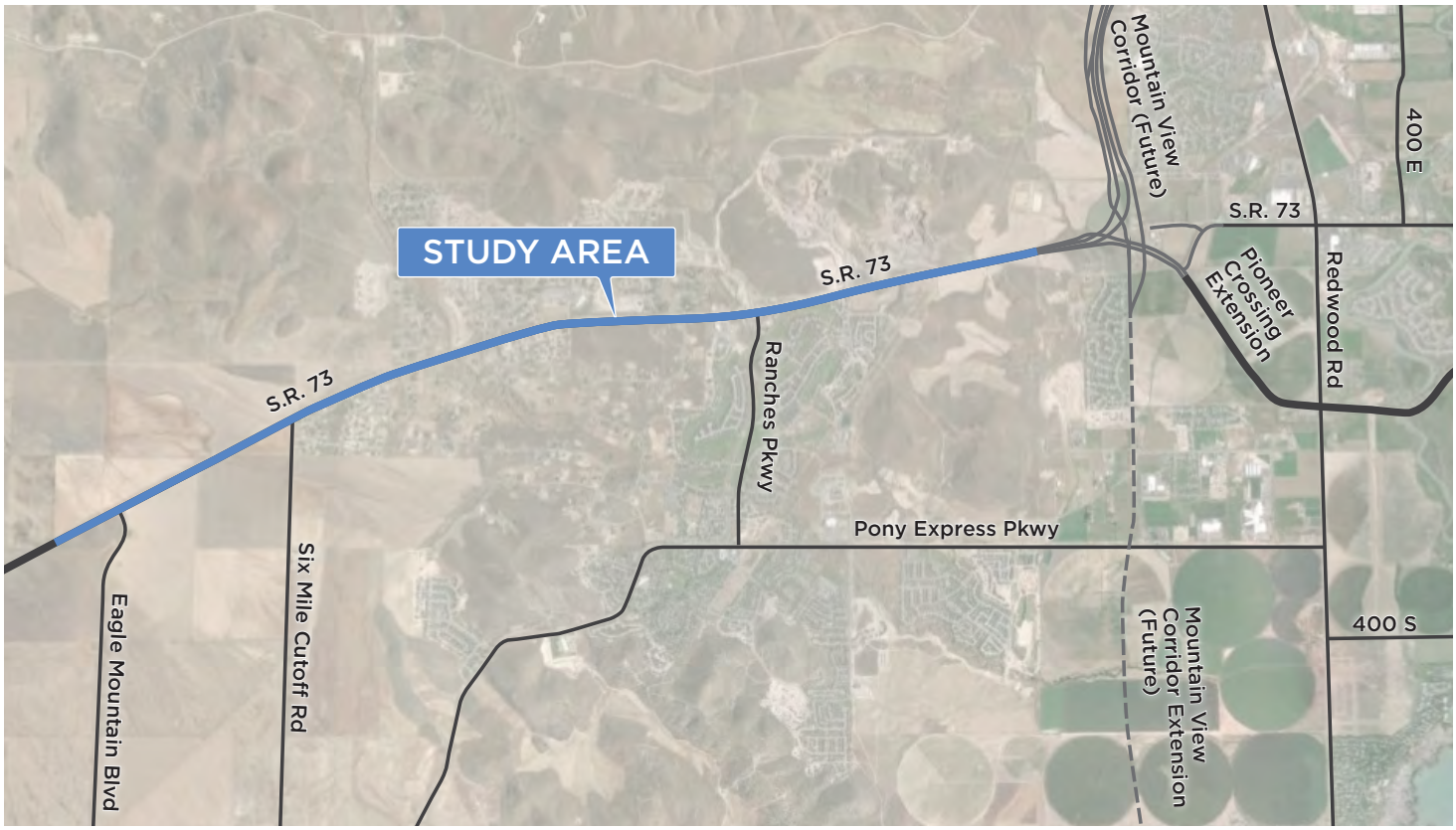


January 2016

MOUNTAINLAND ASSOCIATION OF GOVERNMENTS · OREM · provo · UDOT · UTA · Utah County

S.R. 73 PLANNING STUDY

Pioneer Crossing Extension to Eagle Mountain Boulevard



Planning Study Overview

UDOT completed a planning study to identify transportation concepts that reduce projected traffic congestion and travel delay on Cory Wride Memorial Highway (S.R. 73) from the Pioneer Crossing Extension to Eagle Mountain Boulevard. Improvements to S.R. 73 are identified as needed in the first phase of the Unified Transportation Plan, before the year 2025.

The study team worked with local governments, key stakeholders and the public to determine concepts that are compatible with city plans and allow for land preservation of an appropriate corridor. The team also considered transit plans and potential bike lane and trail improvements. All planning study concepts, evaluations, public feedback and recommendations will inform a future environmental study process expected to begin mid-2016.

Planning Study Timeline

STAKEHOLDER WORKSHOP
Sept. 3, 2015

PUBLIC MEETING
Nov. 18, 2015

September — October — November — December — January

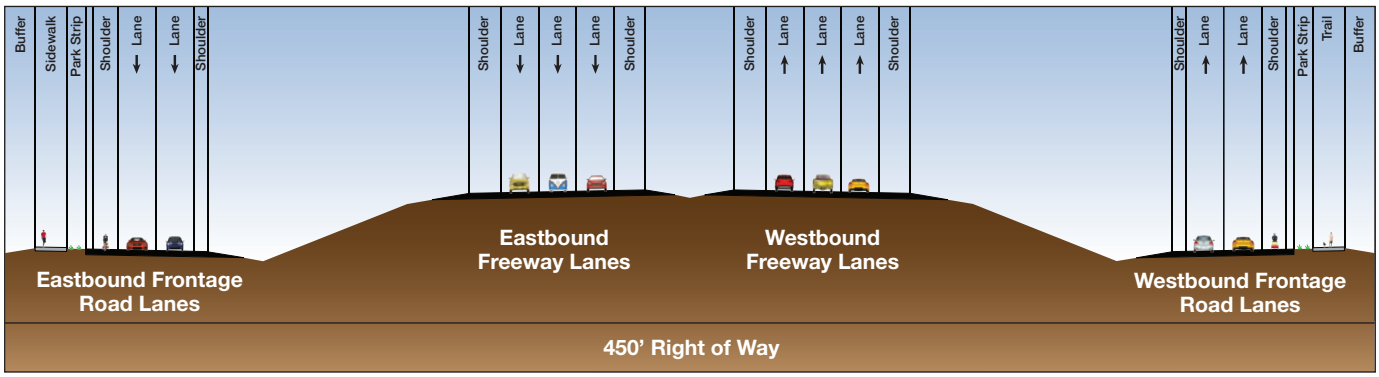
STAKEHOLDER WORKSHOP
Oct. 22, 2015

STUDY COMPLETE
Jan. 2016

Recommended Freeway with Frontage Roads Concept

While an environmental study will determine a preferred alternative, the planning study team recommends a Freeway with Frontage Roads concept based on preliminary evaluation of several possible transportation concepts.

The Freeway with Frontage Roads concept performed the best as it addresses congestion, preserves access and could accommodate transit, bike lane and trail improvements. This concept will help UDOT and Eagle Mountain make planning decisions and preserve land for an appropriate corridor. This will help to prevent more impactful and costly property acquisitions in the future.



Possible Cross-Section for Freeway with Frontage Roads Concept

Possible Visual of a Freeway with Frontage Roads Concept

The above illustration does not reflect actual plans and is for concept visualization purposes only.

What's Next

The Transportation Commission recently allocated $2 million for an environmental study to begin mid-2016. This study will more thoroughly assess the impacts of possible alternatives and include a complete public involvement process.

After careful consideration of the impacts, public input, technical data and existing transportation and land use plans, UDOT will decide on a preferred alternative in collaboration with local governments. There is no funding yet identified for construction.

Contact Information

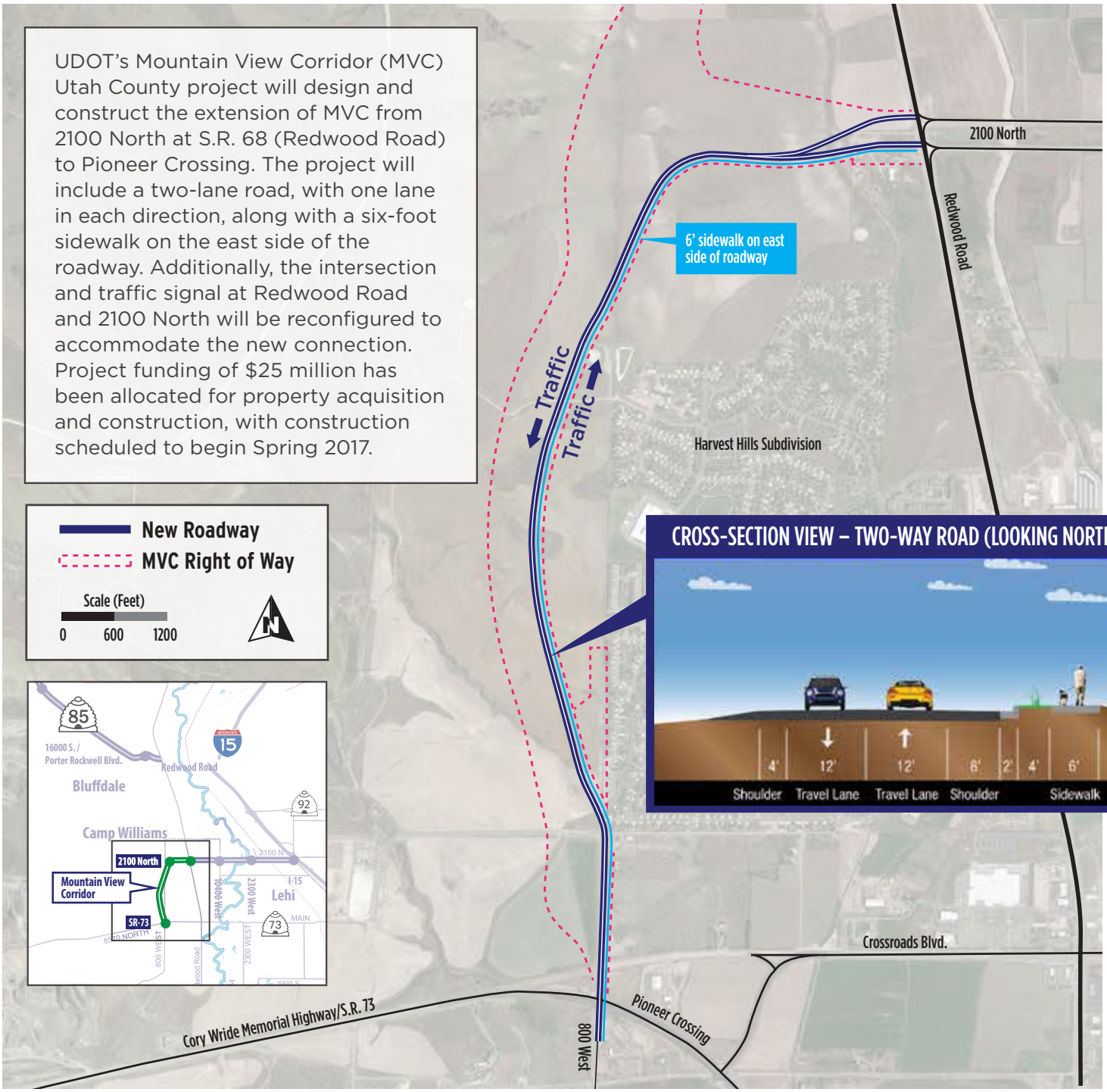
For more information please visit udot.utah.gov/go/sr73planningstudy or send an email to udotregion3@utah.gov.

MVC UTAH COUNTY UPDATE

2100 NORTH TO PIONEER CROSSING

JANUARY 2016

UDOT's Mountain View Corridor (MVC) Utah County project will design and construct the extension of MVC from 2100 North at S.R. 68 (Redwood Road) to Pioneer Crossing. The project will include a two-lane road, with one lane in each direction, along with a six-foot sidewalk on the east side of the roadway. Additionally, the intersection and traffic signal at Redwood Road and 2100 North will be reconfigured to accommodate the new connection. Project funding of $25 million has been allocated for property acquisition and construction, with construction scheduled to begin Spring 2017.



Interstate 15 Interchange Planning Study
1600 South Springville

Mountainland Association of Governments (MAG) and UDOT have identified a future, long-range need for an interchange on I-15 at 1600 South in Springville (2700 North in Spanish Fork). This planning study evaluated different interchange concepts and an extension of 1600 South to the east connecting to US-89 in Springville. The study team evaluated various ramp configurations and interchange types to determine the most feasible concept for Mapleton, Spanish Fork, Springville, and UDOT. The study outcome provides high level planning and cost estimates to support identification of future funding and to potentially start preserving property in the interchange area.

Seven interchange geometric layouts (including No Build) were evaluated along with one concept for the widening and extension of 1600 South to US-89 that was brought forward from a previous study completed in 2012. Loop, Diamond, Braid, Braid with Auxiliary (Aux) Lanes, Slip and Slip with Aux Lane interchange concepts were evaluated with respect to safety, traffic, right-of-way, relocations, and costs. All the concepts studied achieve the goals of improving the level of service (LOS) at the interchange on I-15 at 400 South in Springville, providing better access to the Spanish Fork industrial area, and accommodating a direct access to I-15 for Mapleton City. The recommended concept based on the evaluation criteria was the Slip Ramp with I-15 Auxiliary Lanes and 1600 South Structure. A map of the concept is shown on page 2.

Costs associated with the recommended concept are as follows:

Interchange Cost Estimate: $58.3 Million

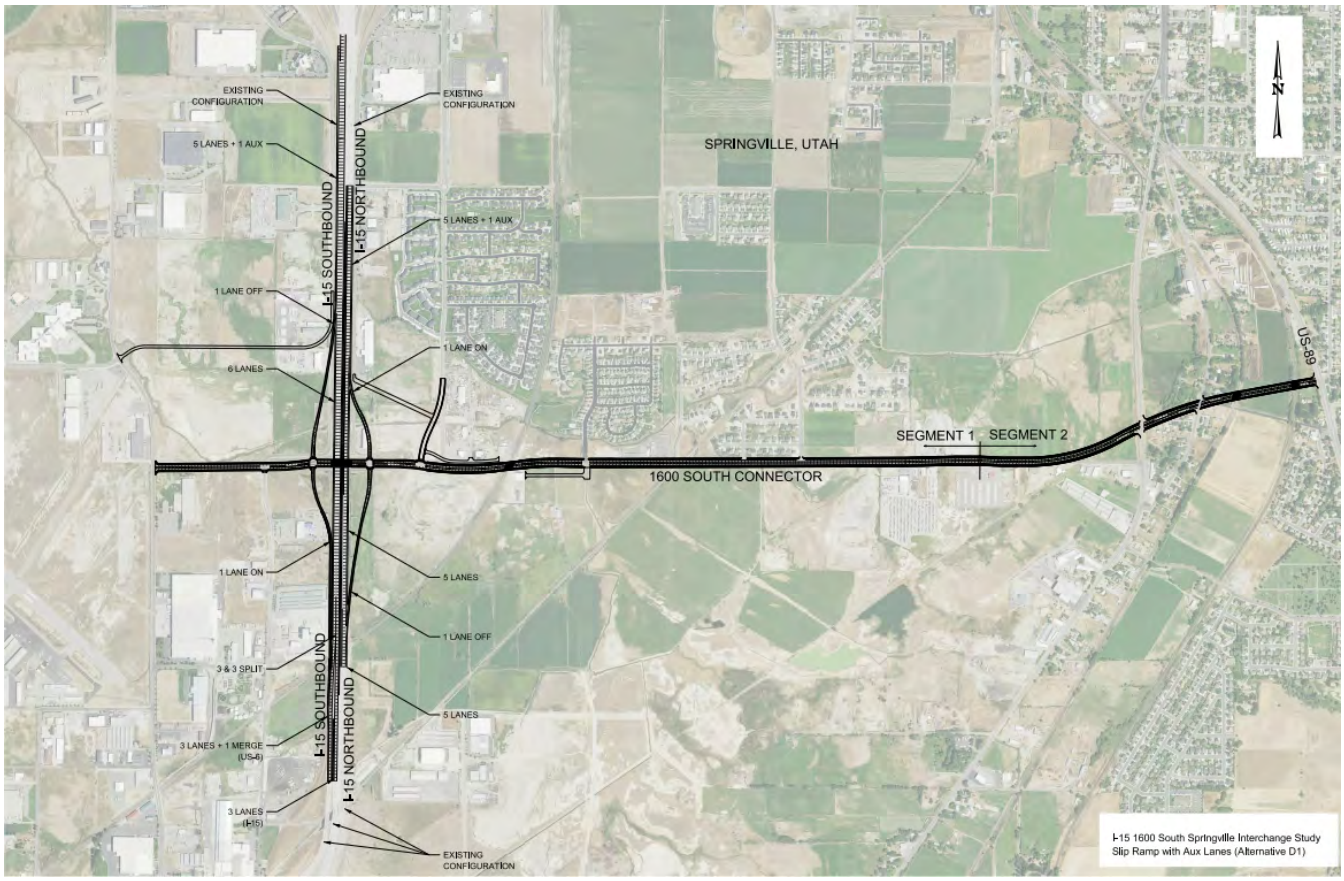
1600 South Segment 1 Cost Estimate: $30.9 Million

1600 South Segment 2 Cost Estimate: $27.0 Million

The total cost for the recommended concept interchange and 1600 South widening and extension is $116,000,000 ($116 M) in 2015 dollars.

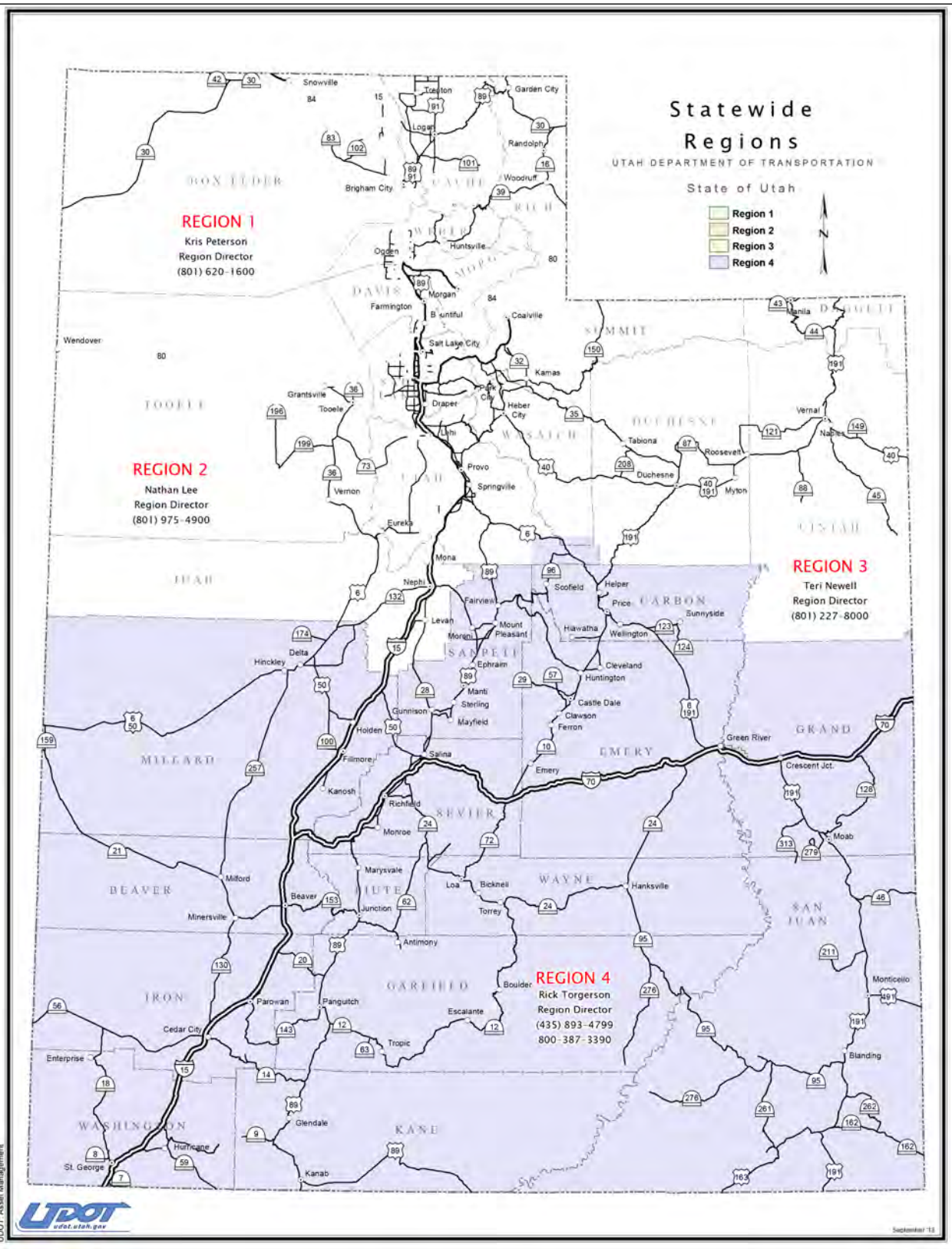
One of the primary benefits of a 1600 South/2700 North interchange is improving traffic operations at the Springville 400 South interchange. Based on traffic analysis, the new interchange would be needed to alleviate congestion at the 400 South interchange between 2030 and 2035 when the 400 South interchange is expected to reach an LOS of F. The Springville Interchange is identified as needed in the second phase of the Unified Transportation Plan, between 2025 and 2035.

The recommended concept for a future I-15 interchange at 1600 South in Springville consists of a slip ramp, auxiliary lanes, new 1600 South structure, and 1600 South Connector.



January 2016

REGION FOUR


Statewide Regions
UTAH DEPARTMENT OF TRANSPORTATION
State of Utah
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Region 2
Region 3
Region 4
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Region Director
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REGION 2
Nathan Lee
Region Director
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REGION 3
Teri Newell
Region Director
(801) 227-8000
REGION 4
Rick Torgerson
Region Director
(435) 893-4799
800-387-3390
Snowville
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Woodruff
Brigham City
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Morgan
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Kamas
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Myton
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Naples
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Castle Dale
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Ferron
Emery
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Glendale
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September '11

I-15; MP 8-10 AUXILIARY LANES AND MALL DRIVE

Washington County

PROJECT OVERVIEW

This project adds an additional auxiliary lane toward the center of I-15 in each direction between the cities of St. George and Washington.

The project provides a significant step in a series of proposed improvements for the I-15 corridor in Washington County addressing capacity and safety needs. Designers anticipate better separation of long-haul freight movement and local commuter traffic near the busiest interchanges in Southern Utah.

The inclusion of an underpass is expected to help lower congestion and its associated risks at Exits 8 and 10 and local feeding arterial intersections. The provision to connect local roads will also provide greater local mobility and network reach off of the Interstate.

FACTS

Project budget: $24 million

Project schedule:
Bid: March 2016
Construction: June - December 2016

BENEFITS

Increases capacity
Provides a grade-separated crossing .

Widens I-15. Realigns Redhills Drive and connects to Red Cliffs drive.